

IN THE CLAIMS:

1 through 8. (Cancelled)

9. (Currently Amended) A motorized personnel carrier comprising:

- a. front and rear, independently operable, variable speed, bi-directional electric motors;**
- b. a front drive mechanism;**
- c. means to selectively mechanically engage ~~connect~~ said front electric motor to said front drive mechanism;**
- d. means to selectively mechanically disengage ~~disconnect~~ said front electric motor from said front drive mechanism;**
- e. left front wheel;**
- f. right front wheel;**
- g. left universal joint operatively connected between said left front wheel and said front drive mechanism;**
- h. right universal joint operatively connected between said right front wheel and said front drive mechanism;**
- i. means for synchronized steering said left and right front wheels;**
- j. a rear drive mechanism;**
- ~~k. means to selectively connect said rear electric motor to said rear drive mechanism;~~**
- ~~l. means to selectively disconnect said second rear electric motor from said rear drive mechanism;~~**
- ~~m~~ k. left rear wheel;**
- ~~n~~ l. right rear wheel;**
- ~~o~~ m. means to connect said left rear wheel to said rear drive mechanism; and,**

p n. means to connect said right rear wheel to said rear drive mechanism.

10. (Previously Presented) The vehicle of Claim 9 wherein said front drive mechanism is comprised of differential gear mechanism making said left and right front wheels rotatable at different speeds.
11. (Previously Presented) The vehicle of Claim 9 wherein said rear drive mechanism is comprised of differential gear mechanism making said left and right rear wheels rotatable at different speeds.
12. (Previously Presented) The vehicle of Claim 10 wherein the rear drive mechanism is comprised of differential gear mechanism making all four wheels of the vehicle rotatable at different speeds.
13. (Previously Presented) The vehicle of Claim 9 wherein each of said universal joints are comprised of a constant velocity joint.
14. (Previously Presented) The vehicle of Claim 13 wherein said front drive mechanism is comprised of differential gear mechanism making said left and right front wheels rotatable at different speeds.
15. (Previously Presented) The vehicle of Claim 13 wherein said rear drive mechanism is comprised of differential gear mechanism making said left and right rear wheels rotatable at different speeds.
16. (Previously Presented) The vehicle of Claim 14 wherein the rear drive mechanism is comprised of differential gear mechanism making all four wheels of the vehicle rotatable at different speeds.
17. (New) A motorized personnel carrier comprising:
 - a. front and rear, independently operable, variable speed, bi-directional electric motors;
 - b. a front drive mechanism;

- c. left front wheel;
- d. right front wheel;
- e. left universal joint operatively connected between said left front wheel and said front drive mechanism;
- f. right universal joint operatively connected between said right front wheel and said front drive mechanism;
- g. means for synchronized steering said left and right front wheels;
- h. a rear drive mechanism;
- l. means to selectively mechanically engage said rear electric motor to said rear drive mechanism;
- j. means to selectively mechanically disengage said second rear electric motor from said rear drive mechanism;
- k. left rear wheel;
- l. right rear wheel;
- m. means to connect said left rear wheel to said rear drive mechanism; and,
- n. means to connect said right rear wheel to said rear drive mechanism.

18. (New) The vehicle of Claim 9 further comprising:

- o. means to selectively mechanically engage said rear electric motor to said rear drive mechanism; and,
- p. means to selectively mechanically engage said second rear electric motor from said rear drive mechanism.